

SUMMARY

This Appendix describes the Southern California Association of Government's (SCAG's) transportation strategy and transportation control measures (TCMs) to be included as part of the 2007 Air Quality Management Plan (AQMP) and State Implementation Plan (SIP). This strategy was developed in consultation with Federal, State and local transportation and air quality planning agencies and other stakeholders. The four County Transportation Commissions, namely Los Angeles County Metropolitan Transportation Authority, Riverside County Transportation Commission, Orange County Transportation Authority and the San Bernardino Associated Governments, were actively involved in the development of the TCM strategy of this Appendix.

Consistent with past practices and in response to the inter-Agency consultation process, the *Regional Transportation Strategy and Transportation Control Measures* portion of the 2007 AQMP/SIP consists of the following four related elements.

- Transportation Strategy and Emission Reduction Demonstration – Total regional emission reductions from transportation projects in the South Coast Air Basin (Basin) are demonstrated based on the 2004 Regional Transportation Plan (RTP). In addition, emission reductions are quantified separately for TCM projects based on the 2006 Regional Transportation Improvement Program (RTIP). The emission reductions from the TCMs make up a subset of the total emission reductions from the RTP.

The long-term planning requirements for emission reductions from on-road mobile sources are met by the RTP process, while the short-term implementation requirements are met by the RTIP process.

- TCM Project Identification — The TCMs included in the 2007 AQMP are derived from TCM projects listed in the first two years of the 2006 RTIP. In the event of a conformity lapse, only Federally approved TCMs and exempt projects, in the first two years (fiscally constrained portion) of the most recent RTIP, will be allowed to proceed.

SAFETEA-LU provides for a formal substitution process that supersedes SCAG's currently approved process. In the event that the criteria outlined in SAFETEA-LU are met, a formal SIP revision is not necessary for substitution of TCMs. SCAG will continue to update the TCM list to reflect new, completed and ongoing projects each time SCAG adopts a new RTIP..

- Timely Implementation –. Once a TCM project is listed in an RTIP, the implementation status must be reported on in subsequent RTIPs until the project has been completed. This is done through the timely implementation report which is included in each RTIP. This report assures implementation and compliance and

is the primary tool used by SCAG and the federal agencies for TCM implementation tracking. The purpose of this reporting is to track the timely implementation of TCMs, and to demonstrate that any project for which emission reduction credits were claimed has either been implemented or is being implemented.

- Reasonably Available Control Measure (RACM) Analysis – The Federal Clean Air Act (CAA) requires that a RACM analysis will be included as part of the overall TCM strategy in the SIP. This analysis ensures that all potential TCMs that exist are evaluated for implementation and that justification is provided for those measures that are not implemented. In accordance with EPA procedures, this analysis will consider TCM measures that are suggested during public comments, relevant measures adopted in other nonattainment areas of the country, and measures identified by EPA.

TRANSPORTATION CONTROL MEASURES

Background

TCMs are defined as strategies that adjust trip patterns or otherwise modify vehicle use in ways that reduce air pollutant emissions, and which are specifically identified and committed to in the 2007 AQMP. TCMs are included in the AQMP as part of the overall control strategy to demonstrate the region's ability to come into attainment with the NAAQS, but play a limited role in the overall strategy to reduce emissions.

Historically, the majority of emission reductions from mobile sources have come from technological improvements in vehicle engines and fuel, which are stipulated by the US Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB). By law, and according to the Transportation Conformity Rule, vehicle technology-based, fuel chemistry-based and fleet maintenance-based measures cannot be considered as TCMs.

A definition of TCMs is provided in EPA's Transportation Conformity Rule - 40 CFR Parts 51 and 93 (August 15, 1997) <<http://www.epa.gov/oms/transp/traqconf.htm>>:

Transportation control measure (TCM) is any measure that is specifically identified and committed to in the applicable implementation plan that is either one of the types listed in §108 of the CAA, or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the above, vehicle technology-based, fuel-based, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs for the purposes of this subpart.

The Rule also defines the criteria and procedures for timely implementation of TCMs as follows:

§93.113 Criteria and procedures: Timely Implementation of TCMs

(c) For TIPs, this criterion is satisfied if the following conditions are met:

(1) An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs over other projects within their control, including projects in locations outside the nonattainment or maintenance area.

(2) If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for Federal funding intended for air quality improvement projects, e.g. the Congestion Mitigation and Air Quality Improvement Program.

(3) Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan.

Section 108(f)(1)(A) of the Federal Clean Air Act Amendments¹ lists the following sixteen measures as illustrative of TCMs. However, this list should not be considered exhaustive.

- i. Programs for improved use of public transit;*
- ii. Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;*
- iii. Employer-based transportation management plans, including incentives;*
- iv. Trip-reduction ordinances;*

¹ See: <http://www.epa.gov/oar/caa/contents.html>

- v. *Traffic flow improvement programs that achieve emission reductions;*
- vi. *Fringe and transportation corridor parking facilities, serving multiple occupancy vehicle programs or transit service;*
- vii. *Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration, particularly during periods of peak use;*
- viii. *Programs for the provision of all forms of high-occupancy, shared-ride services, such as the pooled use of vans;*
- ix. *Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;*
- x. *Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;*
- xi. *Programs to control extended idling of vehicles;*
- xii. *Programs to reduce motor vehicle emissions, consistent with Title II of the Clean Air Act, which are caused by extreme cold start conditions;*
- xiii. *Employer-sponsored programs to permit flexible work schedules;*
- xiv. *Programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;*
- xv. *Programs for new construction and major reconstruction of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation, when economically feasible and in the public interest; and*
- xvi. *Programs to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.*

In addition to the measures listed above, other measures may be considered as TCMs if they reduce emissions or concentrations of air pollutants from transportation sources by modifying vehicle use, changing traffic flow, or mitigating traffic congestion conditions. TCMs may be voluntary programs, incentive-based programs, regulatory programs, as well as market- or pricing-based programs.

Based on suggestions received from interagency consultation and discussions with transportation and air quality stakeholders via the Transportation Conformity Working Group (TCWG), SCAG refines the TCM definition as appropriate. As part of the overall TCM process, the definition of a TCM in the AQMP/SIP, RTIP and the RTIP Guidelines will be updated to answer questions and clarify issues when necessary. During the regular update cycle for each of the listed documents, SCAG, in coordination with the TCWG, will refine and revise TCM descriptions and definitions. It is SCAG's aim to work with agencies, CTCs and any other interested parties, primarily through the TCWG, to facilitate understanding of the TCM process while capturing the greatest air quality benefit for the region.

It is SCAG's responsibility to ensure that TCM strategies are funded in a manner consistent with the AQMP's implementation schedule. The transportation conformity process is designed to ensure timely implementation of TCM strategies, thus reinforcing the link between AQMPs and the transportation planning process. If the implementation of a TCM strategy is delayed, or if a TCM strategy is only partially implemented, areas are required to make up the shortfall by either substituting a new TCM strategy or by enhancing other control measures through the substitution process described in this Appendix.

2007 AQMP TCMs

The TCMs included in this Appendix are derived from the TCM projects listed in the first two years of the 2006 RTIP. The RTIP is the short-range vehicle used to implement the goals and objectives of the long-range RTP. A list of the TCM projects can be found in Attachment 1 of this Appendix.

The enforceable commitment for the TCMs is to fund and implement projects and programs contained in the first two years of the current six-year RTIP. The remaining four years of the RTIP represent expectations in project scope and design only. The TCM projects in the RTIP are based on the projects planned in the RTP, which has a time horizon of 20 years. A full, illustrative list of these RTP projects can be found in Technical Appendix I of the 2004 RTP and Attachment 2 of this Appendix. Although the specific mix of projects to be funded with future RTIP dollars may ultimately change, the emission reductions anticipated, in aggregate, from these projects, set a key benchmark in determining the transportation sector's contribution to a mobile source emission budget and its associated conformity determination.

Rollover and Substitution of TCM Projects

Each time the biennial RTIP is updated by action of SCAG's Regional Council, the entire list of TCM projects in the AQMP/SIP will be updated, and the new and continuing projects identified in the fiscally constrained first two years of the new RTIP will be rolled over into the AQMP/SIP. In the event that a specific TCM

project is found to be non-implementable within the designated time frame, a new TCM will be used as a substitute. In either case, the parties in the conformity rule interagency consultation process, established in the SCAG region as the Transportation Conformity Working Group (TCWG), shall assess the suitability and implementability for the new TCM projects. Where a transportation control measure identified in the SIP is no longer implementable, SCAG may initiate the process described below to identify and adopt a new control measure as described below in the section "Substitution of Individual TCM Projects."

Rollover of TCM Projects (RTIP Update)

Approximately every two years, as the RTIP is updated, additional TCMs will be added to the AQMP/SIP TCM list based on the new RTIP and the RTIP Guidelines. This "rollover" list will include new projects in addition to ongoing projects from the previous RTIP. Completed projects (projects that have completed construction or have service in place) will be reported as complete and removed from the list. The rollover list will be monitored for adherence to the schedule established in the RTIP. An emissions analysis, based on the latest planning assumptions, will be performed on both the previous TCM list and the rollover list. The identification of TCMs from the RTIP shall be agreed upon by both SCAG and the appropriate County Transportation Commissions (CTCs).

The rollover process may apply to any RTIP that requires a full conformity analysis and finding. A new RTIP can be more frequent than the biennial RTIP update, for example when , a new RTP is adopted, a new RTIP is required. The described TCM rollover process shall apply in such cases as well.

Adoption Procedures for RTIP Rollover of TCM Projects

The rollover of the RTIP must be adopted by SCAG's Regional Council, in accordance with the RTIP adoption process, as described below.

- The Draft RTIP is reviewed by various SCAG Committees, Task Forces, and Working Groups, such as the standing Transportation and Communication Committee, the Regional Transportation Agencies Coalition (RTAC) Technical Advisory Committee, and the TCWG;
- Public notification is provided through major newspapers in the affected sub-regions;
- Draft RTIP materials are distributed, with appropriate cover letters, to approved public libraries and facilities and also made available on SCAG's website for access by the public;
- A series of public hearings are held, within each of the affected counties;

- Input received is compiled and analyzed, and responses to comments are provided by SCAG Staff, and made available to the public;
- A summary of comments received during the public comment period along with SCAG's responses, following the close of the public comment period, is incorporated into the final RTIP document;
- The RTIP is adopted by SCAG's Regional Council in accordance with the state public notification and public comment requirements; and
- SCAG's adopted RTIP is submitted to the State for funding approval and to the federal agencies (FHWA, FTA and EPA) for final funding and conformity approval.
- Upon federal approval of the RTIP, the new TCMs officially "rollover" into the AQMP.

Substitution of Individual TCM Projects

The CTCs and/or project sponsors shall notify SCAG when a TCM project cannot be delivered or will be significantly delayed. SCAG, CTC or project sponsor can propose a substitute measure. Substitution of TCMs will follow the process outlined in SAFETEA-LU. Section 6011(d) of SAFETEA-LU allows for the substitution of TCMs if certain conditions are met. These include:

- "(i) if the substitute measures achieve equivalent or greater emissions reductions than the control measure to be replaced, as demonstrated with an emissions impact analysis that is consistent with the current methodology used for evaluating the replaced control measure in the implementation plan;
- "(ii) if the substitute control measures are implemented-
 - "(I) in accordance with a schedule that is consistent with the schedule provided for control measures in the implementation plan; or
 - "(II) if the implementation plan date for implementation of the control measure to be replaced has passed, as soon as practicable after the implementation plan date but not later than the date on which emission reductions are necessary to achieve the purpose of the implementation plan;
- "(iii) if the substitute and additional control measures are accompanied with evidence of adequate personnel and funding and authority under State or local law to implement, monitor, and enforce the control measures;
- "(iv) if the substitute and additional control measures were developed through a collaborative process that included--
 - "(I) participation by representatives of all affected jurisdictions (including local air pollution control agencies, the State air

pollution control agency, and State and local transportation agencies);
"(II) consultation with the Administrator; and
"(III) reasonable public notice and opportunity for comment; and
"(v) if the metropolitan planning organization, State air pollution control agency, and the Administrator concur with the equivalency of the substitute or additional control measures.

In addition to the conditions above, the substitute project shall be in the same air basin as the existing TCM.

Adoption Procedures for TCM substitution

SCAG and the CTCs will identify and evaluate possible replacement measures, both individual substitution and RTIP rollover measures, through the TCWG, which includes members from all affected jurisdictions, federal, state and/or local air quality agencies and transportation agencies.

Individual TCM Substitution

The transportation conformity provisions in SAFETEA-LU include specific requirements for the substitution of TCMs. A TCM can be used to substitute an existing TCM in an approved SIP if:

- (1) the substitute achieves equal or greater emissions reductions;
- (2) the schedule is consistent with the existing TCM, or if the implementation date has passed, as soon as practicable, but no later than the date reductions are needed;
- (3) Adequate personnel, funding, and enforcement are demonstrated;
- (4) The substitute is developed through a collaborative process that includes public comment and concurrence by the MPO, AQMD and EPA;

In addition, SCAG's own TCM substitution process requires that

- (5) The measure is in the same air basin as the as the existing TCM.

A substitution does not require a new conformity determination or a SIP revision and this process replaces any process in an approved SIP.

SCAG will maintain documentation of all approved TCM substitutions. The documentation will provide a description of the processes, including a list of the committee or working group members, the public hearing and comment process, and evidence of SCAG adoption.

In addition to rollover and substitution of TCMs, SCAG is implementing “TCM Clusters” as an additional mechanism to maximize flexibility among CTCs and project sponsors. TCM types that are eligible to use clustering are: bike paths, expansion bus purchases and expansion shuttle and paratransit van purchases. To ensure the region’s air quality goals are met, for bus, shuttle and paratransit van purchases, the total number of seats cannot fall below the original number identified in the cluster.

In general, certain TCMs will be grouped into “clusters” by type and by jurisdiction. For example, Riverside County may chose to “cluster” all of the bus purchases for the SCAB portion of Riverside County. They could do so by aggregating the total number of bus purchases included in the RTIP for a certain year. As a result, Riverside County would have the flexibility to move bus purchases within that cluster. In the event that a bus purchase in a certain city cannot move forward, and that project is included in a cluster, a bus purchase from another portion of Riverside County (within the same air basin) not originally included in the cluster could be used to “make up” for the first project.. The cluster only applies to committed TCMs.

Each cluster would have an objective such as bus purchase or miles of bikeway. The sum of the objective (i.e., bus purchase, miles of bikeway) is the sum of that objective in the 2006 RTIP. For example, Orange County includes X number of bike path lane miles in the RTIP. The objective for that cluster is X number of lane miles in Orange County. CTCs would not be committed to specific projects, rather they would have the flexibility to meet the total clustered requirements in any way they see fit. The CTCs would be responsible for ensuring that the total number of bus purchases (the objective) is met. For reporting purposes, the projects will be aggregated in the AQMP/SIP similar to the example below.

Bikeways

Los Angeles County	total dollar amount	total number of miles
Orange County	total dollar amount	total number of miles

Buses

Los Angeles County	total dollar amount	number of buses/seats
Orange County	total dollar amount	number of buses/seats

Timely Implementation of TCM Clusters

Timely implementation will track the total amount of money programmed for the cluster and the objective (bus purchases, bike lane miles). Projects will continue to be listed individually in the RTIP for informational purposes. Each clusters will include milestone years which will be the completion date for the projects within the cluster. Each time the RTIP is updated the clusters will be reevaluated and quantified. At that

time, CTCs must demonstrate progress toward achieving the goal of the cluster (e.g., five miles of bike lanes by 2010 in Los Angeles County). As new projects are rolled into the AQMP/SIP they may also be included in clusters at the discretion of the CTC.

TCM Implementation

The TCM measures and strategies listed in Attachment 1 of this Appendix replace the TCM strategies contained in the 2003 AQMP/SIP and all previous AQMPs/SIPs. Table 3 provides an outline of the categories of TCMs in the RTIP and 2007 AQMP.

Table 3
TCM Project Categories
Based on the 2006 Regional Transportation Improvement Program (RTIP)

Project Description
A. High Occupancy Vehicle Measures
<i>HOV projects, and their pricing alternatives</i>
▪ New HOV Lanes – Extensions and Additions to Existing Facilities
▪ New HOV Lanes – With New Facility Projects
▪ New HOV Lanes -- With Facility Improvement Projects
▪ HOV to HOV Bypasses, Connectors, and New Interchanges with Ramp Meters
▪ High Occupancy Toll (HOT) Lanes and Pricing Alternatives
B. Transit and System Management Measures
<i>Bus, rail and shuttle transit expansion and improvements; park and ride lots and inter-modal transfer facilities; bicycle and pedestrian facilities; railroad consolidation programs such as the Alameda Corridor, grade separation projects, channelization, over-passes, underpasses; traffic signalization; intersection improvements</i>
Transit
▪ Rail Track – New Lines
▪ Rail Track – Capacity Expansion of Existing Lines
▪ New Rolling Stock Acquisition -- Rail Cars and/or Locomotives
▪ Express Busways – Bus Rapid Transit and Dedicated Bus Lanes
▪ Buses – Fleet Expansion
▪ Shuttles and Paratransit Vehicles – Fleet Expansion
Intermodal Transfer Facilities
▪ Rail Stations - New
▪ Rail Stations - Expansion
▪ Park & Ride Lots – New
▪ Park & Ride Lots – Expansion

▪ Bus Stations & Transfer Facilities – New
▪ Bus Stations & Transfer Facilities – Expansion
Non-motorized Transportation Mode Facilities (non-recreational)
▪ Bicycle & Pedestrian Facilities - New
▪ Bicycle & Pedestrian Facilities - Expansion
▪ Bicycle Facilities - New
▪ Bicycle Facilities - Expansion
▪ Pedestrian Facilities - New
▪ Pedestrian Facilities - Expansion
C. Information-based Transportation Strategies
<i>Programs that promote and popularize multi-modal commute strategies to maximize alternatives to single-occupancy vehicle commute trips; marketing and promoting the use of HOV lanes or rail lines to the general public; educating the public regarding cost, locations, accessibility and services available at Park and Ride lots; promoting and marketing vanpool formation and incentive programs; promoting ride-matching services through the Internet and other means of making alternative travel option information more accessible to the general public; Urban Freeway System Management improvements; Smart Corridors System Management programs; Congestion Management Plan-based demand management strategies; county-/corridor-wide vanpool programs; seed money for transportation management associations (TMAs); and TDM demonstration programs/projects eligible for programming in the RTIP.</i>
▪ Marketing for Rideshare Services and Transit/TDM/Intermodal Services
▪ Intelligent Transportation Systems/Control System Computerization
▪ Telecommuting Programs/Satellite Work Centers
▪ Real-time Rail, Transit, or Freeway Information Systems (changeable message signs)

As outlined in Table 3, the TCMs include the following three main categories of transportation improvement projects and programs.

- High occupancy vehicle (HOV)² measures,
- Transit and Systems Management measures, and
- Information-based Transportation Strategies.

In the event a question arises as to whether a specific measure is a TCM, that measure should go to the TCWG for clarification. The agencies and parties at the TCWG will review the project and determine whether the project meets the definition of a TCM. This process also applies in the event that a County Transportation Commission, or other party, wishes to dispute a particular TCM and remove it from the RTIP and the AQMP/SIP.

A description of the broad TCM categories is detailed below. It should be noted that the actual TCMs in the 2007 AQMP are the projects listed in Attachment 1 of this Appendix. The categories and descriptions below are provided for informational purposes only.

² The HOV designation applies to: passenger cars with two or more passengers, van-pools, shuttles, and buses.

Relation of Current TCM Components To Previous Plans

The TCM components listed in this document are consistent with the TCM elements proposed in previous plans. The components specified in the current TCM replace all components contained in previous AQMPs and their resultant SIP elements.

The TCM strategy in the 2007 AQMP meets the anti-backsliding requirements of Section 110(l) of the Clean Air Act (CAA). This Section of the Clean Air Act restricts EPA's ability to approve state actions that weaken the California SIP. Therefore, the requirements must strengthen the SIP and not interfere with an applicable requirement under the CAA. All TCM commitments from previous AQMPs have been implemented and documentation is provided in the Timely Implementation Reports of the 1996, 1998, 2000, 2001, 2002, 2004 and 2006 RTIPs. The TCMs in the 2007 AQMP continue SCAG's TCM commitment and the TCM status will be reported in the Timely Implementation Reports of subsequent RTIPs.

The 1994 AQMP lists one TCM, comprising various specific strategies, along with a number of Indirect Source Rules (ISRs). Substantial progress has been made in implementing these measures, and the region remains committed to assuring continued implementation.

Table 4
TCMs from 1994 AQMP (TCM1*)

Transportation Improvements	Current Status
HOV Lanes	On going
Transit Improvements	On going.
Park and Ride Facilities	On going - expanded to include all facilities that substantially promote transfer across modes of travel.
Traffic Signal Improvements	On going - focus is on projects that substantially improve regional system flow.
Urban Freeway Systems Management Improvements and Smart Corridors	On going - Intelligent Transportation Systems/Control System Computerization.
Operational Improvements (Flow improvements, Congestion relief)	On going – focus is on projects that substantially improve regional system flow.
Rideshare Programs	On going
TDM Programs	On going
Bicycle Facility Improvements	On going - expanded to include pedestrian facilities as well.

* AQMP Appendix IV-C, September 1994, Pg. II-14 – II-16

In addition to the TCM strategies specified above, indirect source measures were also considered as TCMs in the 1994 AQMP, and were planned for District rule development. However, the legislature has reduced the legal authority to implement the following measures.

Table 5
Indirect Source Controls – 1994 AQMP

ISR 1.	Special Event Centers	Legislative authority removed (H&S 40717.8, 1994)
ISR 2.	Regional Shopping Centers	Legislative authority removed (H&S 40717.6, 1995)
ISR 3.	Registration and Commercial Vehicles	Legislative authority removed (H&S 40717.9, 1995)
ISR 4.	Airport Ground Access	Legislative authority removed (H&S 40717.9, 1995)
ISR 5.	Trip Reduction for Schools	Legislative authority removed (H&S 40717.9, 1995)
ISR 6.	Enhanced Rule 1501	Legislative authority removed (H&S 40717.9, 1995)
ISR 7.	Parking Cash-Out	Legislative authority removed (H&S 40717.9, 1995)

A key step in the 1994 AQMP was the proposal for the formation of the Southern California Economic Partnership (SCEP, or Partnership), intended to help develop many of the innovative and conceptual projects envisioned at that time. It should be noted that the Partnership has been established as an active and effective entity, and is vigorously pursuing these and other projects. These include: Intelligent Transportation Systems (ITS), Smart Shuttles, Telecommunications, Telecommuting Support, Alternative Fuel Vehicle Support and Voluntary Emission Reduction Program, the Clean Cities Program, and the Travel Advisory News Network (TANN) Project. For more details see: <http://www.the-partnership.org/index.htm>.

ENFORCEABILITY, MONITORING AND FUNDING

The TCM strategies contained in, and implemented as part of, the current AQMP are expected to be real, quantifiable, and enforceable. The region's long-range transportation blueprint, its triennial RTP, and the shorter-term programming used to fund the improvements, the RTIP, together form the foundation and the keystone for improving transportation system performance while at the same time assuring the timely attainment of air quality goals within the Basin. Assessing the consistency of emission reductions deriving from these mobility strategies against the corresponding mobile source emission budgets contained in the applicable SIP elements, serves as the basis for determining reasonable further progress, and provides the information

needed in assuring the timely implementation of each component of the set of TCM strategies described in this document.

TCM Enforceability and Monitoring

The federally funded projects and programs that make up the triennial RTP and the biennial RTIP form the basis for assuring an enforceable commitment for each specified element of the TCM. Federal law requires that funding priority be given to TCMs in developing the RTIP. Therefore, the report on the timely implementation of the TCM strategies will continue to serve as one of the methods of monitoring the air quality impacts of transportation system improvements. In addition, based on the methodology developed by Caltrans and currently in use by all rideshare agencies throughout the state, an annual survey to assess changes in travel behavior will be conducted. SCAG's own State of the Region Commute, though focused on a larger geographic area than just the Basin, also provides information in tracking progress.

The 2006 RTIP provides for timely implementation of the TCM strategies for the Basin. The RTIP is a short-term document covering six years, and it must be updated at least every two years. As the biennial element of the RTIP is revised, the list of fiscally constrained projects, or, rather, projects for which funding has been identified, will be updated. The EPA Transportation Conformity Rule states that timely implementation is to be measured against the TCM strategies in the applicable implementation plan.

The enforceable commitment for TCM measures is to report on the funding and implementation of the first two years of the six-year biennial RTIP. The list of fiscally constrained projects will advance, or "roll forward", and the enforceable commitment will automatically be revised to encompass the first two years of the constrained projects contained in each new RTIP. The implementation status of TCM projects is reported on in subsequent RTIPs until the TCM projects have been reported as completed. In projecting the long-term (2005, 2010, 2020, etc.) impacts which could be ascribed to this measure in the Plan, however, the facilities proposed to be built in the long-term timeframe, and programs as they exist today, serve as the basis for modeling travel and emission impacts.